

What Is Claimed Is:

1. A method for stabilizing a vehicle (6) in critical driving situations, in which a critical driving situation is detected by a sensor system (2) and a regulating algorithm (4, 5) intervenes in the driving operation of the vehicle (6) under a predefined condition using a brake system (3),  
wherein, before a stabilization intervention (23), a preparatory brake pressure (22) of a low level is already built up at a wheel brake of a wheel (7) at which the stabilization intervention (23) is shortly expected.
2. The method as recited in Claim 1,  
wherein the lateral acceleration ( $a_y$ ) of the vehicle and the steering speed ( $d\delta/dt$ ) are determined and monitored in relation to threshold values, and the preparatory brake pressure (22) is built up if the lateral acceleration ( $a_y$ ) of the vehicle exceeds a predefined threshold value (SW3) and the steering speed ( $d\delta/dt$ ) falls below a predefined threshold value (SW2).
3. The method as recited in Claim 2,  
wherein the preparatory brake pressure (22) is built up during a lane-changing maneuver, in which a first steering maneuver and a second steering maneuver in the opposite direction take place within a predefined time (T), if, in the second steering maneuver, the lateral acceleration ( $a_y$ ) is greater than a predefined threshold value (SW3) and the steering speed falls below a threshold value (SW2).
4. The method as recited in Claim 3,  
wherein the first steering maneuver has a lateral acceleration ( $a_y$ ) and a steering speed ( $d\delta/dt$ ) which each exceed a predefined threshold value (SW3, SW1).
5. The method as recited in any one of the preceding claims,  
wherein the function for building up a preparatory brake pressure (22) is deactivated if a predefined deactivation condition (14) is met.
6. The method as recited in Claim 5,  
wherein the deactivation condition is a signal (S) of the regulating algorithm (4, 5) with which a braking intervention is requested.

7. The method as recited in Claim 6,  
wherein the deactivation condition is that the change in the steering angle ( $d\delta/dt$ ) over a predefined time ( $T1$ ) is smaller than a predefined threshold value.
8. A driving dynamics regulating system for stabilizing a vehicle (6) in critical driving situations, having a control unit (1) in which a driving dynamics regulating algorithm (4, 5) is stored, a sensor system (2) for registering various variables ( $a_y$ ,  $d\delta/dt$ ,  $v$ ) describing the driving condition, and a brake system (3) for performing a stabilization intervention,  
wherein, before the stabilization intervention (23), the control unit (1) already activates a wheel brake of a wheel (7) at which stabilization intervention is shortly expected and builds up a preparatory brake pressure (22) of a low level.